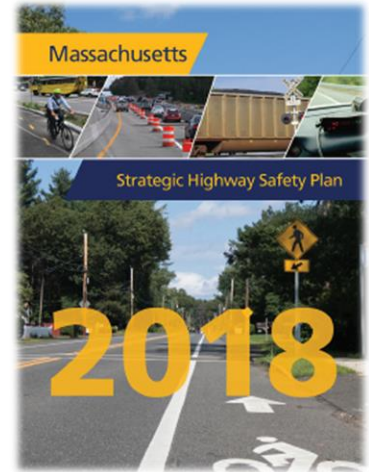


Project Synopsis:

2018 Massachusetts Strategic Highway Safety Plan

Overview

The 2018 Massachusetts Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP identifies the State's key safety needs and guides investment decisions toward the strategies and countermeasures with the most potential to save lives and prevent injuries. It includes an overview of the plan's development, an identification of problem areas (Emphasis Areas), and a 5-year action plan consisting of 61 specific strategies, 283 direct actions and six legislative proposals to get Massachusetts closer to our goal of zero roadway deaths.



Background

- The SHSP is a federal requirement
- Establishing a plan in 2018 unlocks \$34.7M federal funds per year for 5 years of implementation.
- The last Plan was completed in 2013
- Collaboration is key. This is not just a MassDOT plan and applies to all roadways and stakeholders across local and state jurisdiction.
- 250 people from 50 different agencies/organizations have participated in the process.

There is No One-Size-Fits-All Approach

Accomplishing these goals will require a variety of approaches:

- Research
- Public Education & Outreach
- Professional Training
- Engineering & Directives
- Enforcement
- Program Implementation



Vision: A Roadway system with zero roadway deaths and serious injuries.

Mission: To work collaboratively on strategies that will reduce roadway fatalities and serious injuries.

Goal: Our long-term goal is zero roadway fatalities and serious injuries. By year 2022, the SHSP interim goal is to reduce the five-year average fatalities by 12% and serious injuries by 21%.

Emphasis Area Average Fatalities (2012-2016)

Emphasis Area	Average Fatalities (2012-2016)
Lane Departure Crashes	198
Impaired Driving	124
Occupant Protection	102
Speeding & Aggressive Driving	97
Intersection Crashes	96
Pedestrians	80
Older Drivers	74
Motorcycle Crashes	49
Young Drivers	41
Large Truck-Involved Crashes	34
Driver Distraction	30
Bicyclists	10
Safety of Persons Working on Roadways	2
At-Grade Rail Crossings	1

Achieving our goals will not be easy. To achieve our 2022 targets, Massachusetts must continuously decrease annual fatalities by 17 and serious injuries by 128.

SHSP Action Plan: 61 strategies 283 direct actions

As a living document the SHSP's Action Plan will be a dynamic document that stakeholders update, review, and reference as needed throughout the five-year implementation time-frame between 2018 and 2022.



Safety is Not Achieved in a Vacuum
Emphasis Areas Frequently Intersect



The SHSP has identified six policy opportunities for improving roadway safety:

- ❖ **Hands Free:** Would allow police to stop and issue citations to motorists using mobile electronic devices.
- ❖ **Primary Seat Belt:** Would enable law enforcement to stop motorists who appear to not be wearing seatbelts.
- ❖ **Work Zone Safety:** Would enable variable speed limits in work zones and increase penalties for motorists who strike roadway workers.
- ❖ **Ignition Interlock for All Offenders:** Would statutorily allow judges to order ignition interlock devices for first time Operating Under the Influence offenders.
- ❖ **Truck Side Guards:** Would require that trucks registered in Massachusetts, meeting certain criteria, have side guards.
- ❖ **Automated Enforcement:** Would give municipalities "opt in" authority to issue citations through the use of cameras and radar technology.

Speeding greatly impacts crash severity for a number of emphasis areas, particularly lane departure crashes.

Driver distraction was raised as a significant concern in more than one-half of the emphasis area teams.

Pedestrian and bicycle safety each had their own emphasis area teams. However issues surrounding vulnerable road users were also addressed by all emphasis area teams.

Crashes at intersections were more common for older drivers (65+), specifically four-way and T intersections. Additionally, a larger proportion of older driver crashes occurred at driveways.

Sample Strategy - Increase Data Collection & Analysis

Impaired Driving

The safety impact of new recreational marijuana laws is currently unknown and requires further study.

- Research ways to determine impairment
- Crash variables to indicate suspicion or driver acknowledgement

Older Drivers

Analysis of this at-risk population is skewed with lack of relevant data.

- VMT by age for normalizing
- 'Active' Licensed Drivers
- Enforcement/safety stops or near-misses

Pedestrians and Bicyclists

More data and analysis is needed to make informed decisions on the known affect of increasing walk/bike trips.

- VMT by transportation modes
- Pedestrian/bicycle crash contributing behaviors

Distracted Driving

In order to combat continued prevalence of technologies in vehicles and a connected culture, effective strategies need to be thoroughly studied.

- Observational surveys
- Driver risk patterns
- Enforcement methods

